

LOC/DME I-BQC 108.9 Chan 26		APP CRS 003°	Rwy Ldg TDZE Apt Elev 8390 727 748	ILS RWY 36R (CAT II & III) CHARLOTTE/DOUGLAS INTL (CLT)			
Simultaneous approach authorized. DME or RADAR required.				ALSf-2		MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.	
D-ATIS	CHARLOTTE APP CON			CHARLOTTE TOWER		GND CON	
121.15	128.325	(001°-119°)	257.2	(180°-359°)	118.1	257.8	(Rwys 18L-36R)
	120.05	(120°-295°)	307.8	(360°-179°)	126.4	257.8	(Rwy 18C-36C)
	134.75	(296°-360°)			133.35	257.8	(Rwy 18R-36L)
						121.8	348.6 (W)
						121.9	348.6 (E)

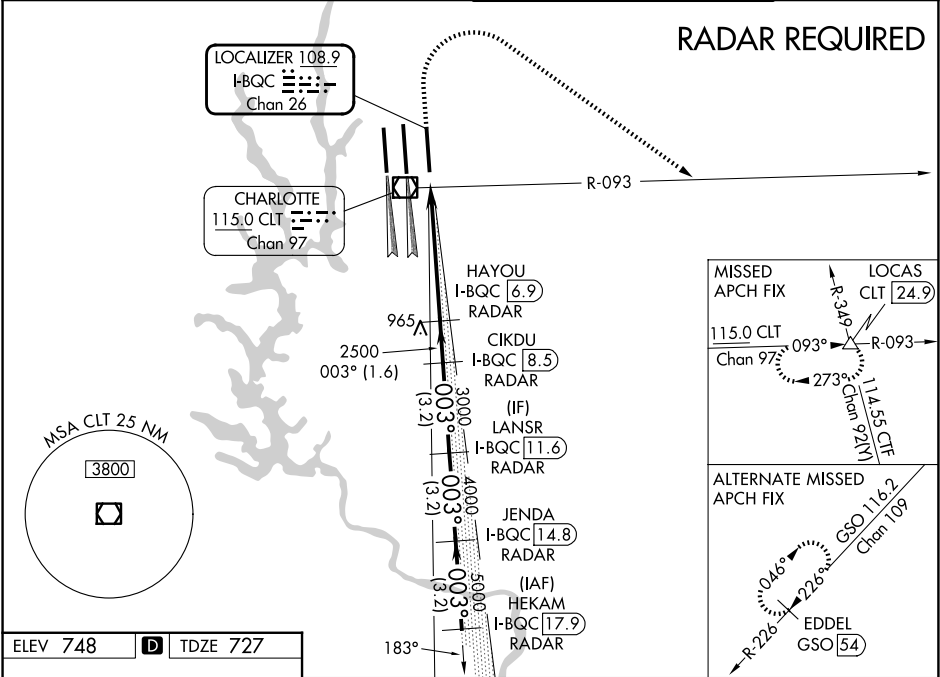


Diagram showing the layout of Runway 36 (Rwys 18L, 23, 36L, 36C, and 36R) with HIRL (High Intensity Runway Lights) and REIL (Runway End Identifier Lights). The diagram includes distance markers (e.g., 3000 X 1.50, 10000 X 1.50) and a TWR (Tower) location. A star symbol is also present.

Diagram showing the ILS RWY 36R approach with a glide path angle of 3.00°. The diagram includes distance markers (e.g., 1042, 5.4 NM, 1.6 NM, 3.2 NM, 3.2 NM) and various radar and navigation aids (e.g., HAYOU, CIKDU, LANSR, JENDA, HEKAM, I-BQC, RADAR). The diagram also shows the VGS (Visual Glide Slope) and ILS (Instrument Landing System) glidepath not coincident (VGS Angle 3.00/TCH 74).

CATEGORY	A	B	C	D
S-ILS 36R	CAT II	RA 119/12	100	DA 827
S-ILS 36R		CAT IIIa	RVR 06	
S-ILS 36R		CAT IIIb	NA	
S-ILS 36R		CAT IIIc	NA	

CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R